

MONTANA AERONAUTICS COMMISSION

Volume 21 — No. 9

Sept./Oct., 1970

INAC HONORS C. LYNCH AND ELECTS OFFICERS



Lucile Wright reads the Billy Mitchell Achievement Award honoring Charles A. Lynch. James Monger, Deputy Director of the Aeronautics Commission, accepts the award for Mr. Lynch.

A highly successful and well attended INAC Convention was the result of outstanding speakers, interesting meetings and well planned social activities. The Convention, held September 10, 11 and 12, at West Yellowstone drew over 150 persons attending from 19 states and 3 Canadian Provinces. INAC President, James H. Monger, presided throughout the sessions until turning the presidency over to Eric Davison of Kelowna, British Columbia. Other officers elected for the coming year are: Art Parry, Vancouver, British Colum-

bia, Canadian Vice President; Ralph McGinnis, Salem, Oregon, United States Vice President; and Donald T. Lindsey, Seattle, Washington, was re-elected as Secretary-Treasurer.

New directors for the coming year: Dennis W. Heffring, British Columbia; Don Duvall, Boise, Idaho; Robert Scarborough, Billings, Montana; Harold Vavra, Bismarck, North Dakota; Robert Elstrom, Salem, Oregon; George Petrie, Washington; and Elmer Hertzman of Idaho.

Thursday—Registration was conducted all day at West Yellowstone by Maxine McFarland, Helena. A no-host golf tournament was enjoyed by the golfers in the a.m. Throughout the afternoon, meetings were conducted by the Aeronautics Commission, A.A.A.E and the Board of Directors of the International Northwest Aviation Council.

The Presidential Reception held Thursday evening, hosted by Mr. and Mrs. James Monger was enjoyed and appreciated by all attending.

Friday—William Knoepfle, Chief, Airports Division, FAA Central Region, Kansas City, Missouri, was the featured speaker for the breakfast. Following the morning session all INAC members, and guests toured Yellowstone National Park. William Dunmire, Chief Naturalist for the Park, was the featured speaker at the luncheon held at Old Faithful Inn. The evening barbacue and dance, held at the Convention Center, provided a delicious dinner and a fun-filled evening.

Saturday—Mr. H. P. Burden, Acting Regional Manager, Airports and Property, DOT, Edmonton, Canada, was the featured speaker for the first session.

Hugh R. Kelleher, Helena, Montana, was chairman for the panel on "Future Air Line Plans".

Following the panel, W. Johnson, Regional Controller, Civil Aviation, Vancouver, British Columbia, spoke on "Canadian Airport Policy".

MAC Director, William E. Hunt, was chairman for a panel of the State Aeronautics Directors and Provincial Aviation Council members.

Robert S. Michael (former Airport Manager, Billings, Montana), Milwaukee, Wisconsin, spoke on "Airport Certification".

The featured speakers in the afternoon were: T. G. Dunkin, Executive Assistant, de Havilland Aircraft of Canada Ltd.; "The Role of STOL": Charles H. Broman, Tucson, Arizona, President, A.A.A.E., spoke on "The Professional Airport Man"; Kris Thorsteinson, Cessna Aircraft, spoke on "Flying Clubs" and Major L. G. Weston, Canadian Forces, British Columbia, spoke on "Canadian Rescue and Search Methods". A business meeting concluded the session for the day.

The ladies enjoyed a bus tour of the Quake Lake area and luncheon at Henry's Lake Lodge. Mrs. James "Pat" Monger presented each lady with a lovely gift. Arrangements for the luncheon were completed by Mrs. Monger with the able assistance of

(Continued on Page 6)

Official Monthly Publication
City/County Airport
of the

**MONTANA AERONAUTICS
COMMISSION**

Phone 449-2506
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Helena, Montana 59601

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OVERTIME INSPECTION FEES CUT

—Private pilots arriving from weekend trips to Mexico, Canada, or other foreign countries no longer face burdensome fees for inspection services performed. The recently enacted Airport and Airway Development Act limits this overtime fee to \$25.

Jet aircraft have stretched the air commuter's travel distance to about 1000 miles—meaning it is possible for a businessman to conduct face-to-face business in a city 1000 miles from home and still return to his home the same day he left.

General aviation aircraft delivered during the first seven months of 1970 numbered 4,472. These aircraft represent an estimated retail value of \$257.3 million.

Director's Column



Aviation has received a great amount of publicity on the International, National and State scene in the past few weeks. Some of the publicity is bad and some good but it does show the vitality that exists in aviation and the challenge facing those who wish to develop its potential for service to our society as well as a way of life for those who find aviation an irresistible magnet.

Much of the news within the State of Montana has pertained to air carrier service either because of a strike or the failure of local third level carriers. While the new federal law has not received quite so much publicity it is still a big item in Montana's aviation picture and receiving the attention of those who know that the development of aviation in Montana is dependent upon intelligent use of the money being made available under the new bill. On the National and International scene the big news in aviation has been hi-jacking and destruction of aircraft. While our story in Montana may not be as interesting from the news standpoint, the long range effect of what is occurring here, especially on the third level carrier type operation, will have a long range effect on the National scene. When an airline operates on an International basis as well as a National and Regional basis, it cannot be expected to give full attention to local third level carrier type operations with segments of 200 miles or less. It would seem that a small carrier service devoting full time to the shorter local route would be more beneficial for the people served by the small carrier and more responsive to proper scheduling and fares.

Throughout the United States but particularly in the Rocky Mountain region the only true rapid economical travel is by air. With the continuing decrease in rail and bus service the need for aviation grows greater all the time. The experience of Apache

Airlines in Montana shows that a subsidy is needed if there is to be scheduled airline service. The Senate Commerce Committee as well as many others watched closely to see if it was possible to serve an area where communities are far apart and the population is small.

Several months ago the Montana Aeronautics Commission officially adopted the position that a subsidy should be given to a third level carrier to operate their routes in Montana so that a valid test could be made as to the feasibility of furnishing services for the type of area represented by Eastern Montana. These subsidies are not available and Apache, starting its service on April 26, with the idea that it would operate without a subsidy, has notified the Commission and Civil Aeronautics Board that it will terminate its service on October 26 because of the great financial loss which it had sustained during its operation and could see no way to recover these losses in future operations.

Johnson Flying Service of Missoula is furnishing air taxi service in those areas affected most by Northwest's strike and its operation is being watched closely to see if it can operate at a profit. Frontier is returning to take over the route it had previously turned over to Apache and plans to use smaller equipment which might allow it to operate without loss because of a subsidy available to Frontier when serving Eastern Montana and Western North Dakota. We hope that this type of operation will settle the problems and Eastern Montana can count on stable scheduled airlines for its necessity and convenience.

General aviation has done a great job in Montana and without it the problem would have been multiplied several times because of strikes and losses by air carriers. The Aeronautics Commission knows and appreciates the work of general aviation in furnishing transportation and communications between the communities in Montana. The people of Montana are fortunate that despite the many obstacles facing the fixed base operators and the pilots and aircraft owners of Montana they still operate and still furnish a much needed service.

While most of the news was being made by air carriers there were important developments in the applica-

tion of the new Airport Development Aid Program. Gradually a series of guidelines are being developed for application of the law but a serious problem remains as to how the matching funds will be raised. For the first three years Montana will be allotted two million dollars each year on about a 50/50 matching fund. Many including the Montana Aeronautics Commission have indicated that the program would do far more if the basis were like the Highway and that is, 90% furnished by the Federal Government and 10% by the state or local sponsors either in cash or in kind. But for the present, the law as it applies to construction is now 50-50 and the problem faced by all local sponsors and the State of Montana is how to raise 50% for matching funds.

Before anything can be started in any phase of the new program a plan must be developed by a sponsor that shows how any new construction or construction added to any existing facility will fit into a state and national airport systems. The money for planning is based on one-third, two-thirds matching funds with the sponsor furnishing the one-third. The Montana Aeronautics Commission has taken several steps in an effort to meet the possibilities that appear to exist in the development of the new Bill as it applies to Montana.

The first step is to make planning money available and develop a state plan that any local sponsor will be able to work his project into so that it meets FAA guidelines. Also the Commission has prepared and will request legislation to permit channeling of federal funds through the state in the event that Congress decides that money will be distributed in this manner.

In keeping with what promises to be a growing aviation industry the Commission has reorganized the staff so that it will be flexible enough to cope with changing and increasing demands made by current events. For example, the office staff of the Montana Aeronautics Commission has recently been partially reorganized in order to better facilitate a chain of command within the programs. New titles and areas of responsibilities substantiate the partial reorganization.

For many years there have been five programs within the Aeronautics Commission. They are—Administra-

tion, Safety and Education, Airport Development, Airport Operations and Navigational Aids. The State Budget Office has suggested that two new programs be added. These are not in the form of new functions performed but merely the separation of duties from existing programs. The new programs will be Executive Travel and Aviation and Space Education. The Aviation and Space Education sub-program was previously handled under the Aviation and Education Division. The old Safety and Education Division is now to be called Safety and Compliance. The Executive Transportation Division will be separated from Administration.

James H. Monger, who has worked for the Commission since February, 1959, is now promoted to the position of Deputy Director. He has been Assistant Director and Chief of the Airports Division since 1963. Jim will spend more time on administrative matters and dealing with each of the five programs rather than the Airport Division alone.

The heads of the programs of Safety and Compliance, Aviation and Space Education, Airport Development, and Executive Travel will have personnel in charge with the title of Assistant Director for that particular program. Worthie Rauscher, Airport Engineer, for the Commission will now be Assistant Director for Airports; Jack Wilson will be Assistant Director for Safety and Compliance. Duane Jackson will be Assistant Director for Aviation and Space Education and Dick Baldwin will be Assistant Director for Executive Travel and continue with the job as Chief Pilot. Within the Airport Division, Vernon Moody, a long time Airport Engineer for the Commission, will be in charge of Maintenance and Operation for all state owned airports. David C. Kneedler will continue as Supervisor for Navigational Aids. Jerry Burrows, a nine year veteran with the Commission, will be the Administrative Aide within the Administration Program.

We felt that the aviation communities of Montana should be aware of the title changes and new areas of responsibilities of the MAC personnel.

The other full time MAC employees remain as follows: Isabel Bryant, Budget and Accounting; Joyce McCutcheon, Information and Publications Supervisor; Maxine McFarland,

Word Processing Supervisor; Bernice M. Peacock, Secretary and Records Supervisor; Patricia Cousins, Pilot and Aircraft Registration Secretary; and Fern Lipes, Custodian.

NOTICE OF AIR CARRIER HEARING

PURSUANT TO Section 1-324, R.C.M. 1947, NOTICE IS HEREBY GIVEN that Johnson Flying Service, Inc. of Missoula, Montana, has filed with the Montana Aeronautics Commission at its office in Helena, Montana, an application for Certificate of Public Convenience and Necessity to operate as a scheduled common air carrier of passengers and property for compensation between Missoula, Great Falls, Helena, Bozeman and Billings, Montana, and Spokane, Washington. Said application has been set down for hearing before an Examiner of the Montana Aeronautics Commission at the offices of the Commission at the Helena Municipal Airport, in Helena, Montana, on Monday, November 23, 1970, at 9:00 o'clock a.m. of said day. Reference is made to said application for further particulars, and inquiries thereon may be made at the offices of the Commission, or by mail to the Commission at P.O. Box 1698, Helena, Montana.

Persons desiring to be heard at the hearing upon said application, or to make objection or protest thereto, should file their appearance with the Commission in writing and will be afforded an opportunity to be heard at the hearing aforesaid. Copies of the regulations of the Commission describing the procedure to be followed may be obtained from the Commission.

DATED this 13th day of October, 1970.

MONTANA AERONAUTICS
COMMISSION

William E. Hunt, Director

**Further hearings to be heard in
Helena:**

**November 24—Air Wyoming, Inc.
of Aurora, Colorado.**

**November 25—Glacier View Sky-
ways of Kalispell, Montana.**

Of the 720,028 total airmen, nearly 42 percent are private pilots. By the end of 1969 there were 299,491 private pilots compared with 281,728 for the previous year and 140,573 ten years ago. Airline pilots numbered 31,442 at the close of 1969.

AIRPORT NOTES

By WORTHIE M. RAUSCHER
Assistant Director, Airports

Philipsburg—The Philipsburg Airport project is complete. The Granite County Airport Commission, through a local project are presently installing a low intensity runway lighting system. The lighting system will also include an airport beacon which was furnished by the Montana Aeronautics Commission and installed by the local Airport Board.

Silver Bow County Airport—The 800 foot north extension to Runway 15/33 on the Silver Bow County Airport is complete. This extension provides Butte with a 9,000 foot air carrier runway.

Inter-County Development Corporation—The Inter-County Development Corporation of Southwest Montana held a meeting in Butte on September 21 to provide information to the County Commissioners and Airport authorities within a twelve county area of South Central Montana with information on the new Federal Airport/Airways Act. Ten of the twelve counties within the district were represented and received information that will offer them assistance in their future airport development. William E. Hunt, Director of the Aeronautics Commission, was the principal speaker.

Red Lodge — Lighting—The Red Lodge Airport is being lighted. The original wire that was laid when the runway was black topped has been replaced and an electric eye has been installed to turn the lights on at night. Trenching for the underground wiring was done by the Red Lodge Cable TV Company.



TOWER

OPERATIONS

AUGUST, 1970

	Total Operations	Instrument Operations
Great Falls	10,848	1,517
Billings	10,755	1,098
Missoula	8,864	73
Helena	4,418	133

SEPTEMBER, 1970

	Total Operations	Instrument Operations
Great Falls	8,445	1,233
Billings	7,965	1,315
Missoula	7,732	191
Helena	4,043	299

DAVE SCLAIR PURCHASES NORTHWEST FLYER



The Montana Aeronautics Commission and staff wish to add their welcome to the new owner/publisher of the Northwest Flyer, Dave Sclair. Mr. Sclair has an impressive background, education and experience in the fields of aviation and newspaper. It is apparent that Mr. Sclair plans to continue the policies of the Northwest Flyer in constantly promoting aviation and the Northwest.

We were also pleased to note that Jack Brown will continue his long time affiliation with the paper and his aviation interests.

CUSTOMS APPROVES KALISPELL AIRPORT

The United States Bureau of Customs has announced the approval of Customs service at Glacier Park International Airport in Kalispell. The decision was announced by Senator Mike Mansfield in a recent telegram.

The announcement from the Customs Bureau stated that the Airport would be given temporary designation as a landing place for International flights with the Customs Service. In approximately 12 to 18 months it would be determined if the Airport warrants being given permanent status for such services.

Jack Archibald and Robert Colby have been designated as the new Station Inspectors by the Bureau of Customs. Archibald and Colby will receive special training from Customs Inspectors and they will be authorized to check any aircraft carrying 20 or less persons. For larger charter flights a Customs Inspector will come to the Flathead Field to check entrants.



CALENDAR

October 20, Minneapolis, Minn.—FAA/States Meeting on ADAP.

October 25, Laurel—Laurel Airport Dedication.

November 18 & 19, Helena—Montana Aeronautics Commission Monthly Meeting.

November 23, Helena—Johnson Flying Service Hearing on Application for Certificate of Public Convenience and Necessity.

November 24, Helena—Air Wyoming, Inc. of Aurora, Colorado Hearing on Application for Certificate of Public Convenience and Necessity.

November 25, Helena—Glacier View Skyways of Kalispell, Hearing on Application for Certificate of Public Convenience and Necessity.

December 3, 4 & 5, Missoula—(Tentative Date) AMRS—Aviation Mechanics Refresher Seminar.

December 6, 7 & 8, Billings—(Tentative Date) AMRS—Aviation Mechanics Refresher Seminar.

December 7-10, Las Vegas, Nevada—National Aerial Applicators Association's Annual Conference. Information: NAAA—Field Office—Box 717 Loveland, Colorado 80537.

December 31—1970 Aviation Mechanics Safety Award Deadline. (For further information contact your GADO office.)

FEDERAL AVIATION ADMINISTRATION ITINERARY LISTINGS

Airport	Oct.	Nov.	Dec.
Culbertson	7	.....	2
Glasgow	.....	4	.....
Glendive	.....	19	.....
Great Falls	8	5	3
Lewistown	21	.....	16
Miles City	22	.....	17
Missoula	22	19	17
Sidney	.....	18	.....

NOTE: Provisions have been made to give private, commercial and flight examinations **ON AN APPOINTMENT BASIS ONLY** at the following FAA Flight Service Stations.

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula
Great Falls	

NOTE: Until further notice GADO #1 in Billings will be open the third Saturday of each month **ON AN APPOINTMENT BASIS ONLY!**

ALWAYS FILE A FLIGHT PLAN

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS PRIVATE

Evans, John C.—Kalispell
Collier, Marvin G.—Kalispell
Mood, Alfred H.—Missoula
Yunker, Conrad E.—Hamilton
Brosten, Jerald L.—Kalispell
Dube, Paul F.—Shelby
Olenik, Richard G.—Great Falls
McCartney, Orville C.—Helena
Huddleston, Herbert J.—Butte
Sandau, Victor R.—Missoula
Hash, Glen M.—Billings
Falk, Duane E.—Bozeman
Bell, Steven F.—Cut Bank
McCrary, Suzanne A.—Missoula
Roberts, Stanley J.—Polson
Comstock, Roger D.—Missoula
Shock, Thomas F.—Kalispell
Fritts, John M.—Missoula
Reller, Robert L.—Bozeman
Powell, James E.—Palo Alto, Calif.
Lake, Melvin J.—Missoula
Craver, Stanley E.—Belgrade
Spengler, Dan M.—Ann Arbor, Mich.
Barney, Douglas B.—Libby
Lueneburg, David C.—Billings
Martin, Karl W.—Hardin
McDonald, John A., Jr.—Corwin
Springs
Larvick, Lavern T.—Williston, N.D.
Mills, Edward D.—Billings
White, Arnold L.—Roscoe
Butka, Barry E.—Glendive
Johnson, LaVern R.—Baker
Woodsend, Charles T.—Carlyle
Dyck, Harold R.—Wolf Point
Garber, Arlette M.—Ismay
Nelson, Vern—Billings
Ott, Robert J.—Reed Point
Thompson, John F.—Excelsior, Minn.
Boe, Harold J.—Miles-City
COMMERCIAL
Blahnick, Jack D.—Hamilton
Stohr, Daniel W.—Boise, Ida.
Taylor, Wayne A.—Fairfield
Scruton, Gordon R.—Hornell Heights,
Ontario
Swanberg, Chrisman L.—Kalispell
Schaefer, Karl J.—Missoula
Ruff, John A.—Bozeman
Woltermann, Ronald L.—Coulmbus
Stevens, Keith E.—Ashland

Williams, Clifford L.—Billings
Feller, Raymond D.—Hardin
White, Arnold L.—Roscoe
Miller, William A.—Broadus
Smith, John H.—Laurel

MULTI-ENGINE

Mitchell, Richard W.—Missoula
Wilson, Raymond L. (CLT)—Cut Bank
Fennessy, Michael F.—Libby
Beck, John E.—Billings
Klassen, Leonard—Glasgow

INSTRUMENT

Stroud, Douglas M.—Missoula
McKay, David J.—Great Falls
Zupan, Francis R.—Deerbrook, Wisc.
Underwood, Larry J.—Missoula
Roach, Warren D.—Great Falls
Bushman, Jon M.—Billings
Wehrman, Eugene D.—Billings
Ihli, John A.—Billings
Jackson, Kenneth E.—Billings

SEAPLANE

Swanberg, Chrisman L. (Comm.)—
Kalispell
Brown, Ronald M. (Comm.)—Han-
over, N.H.
Loveall, Ronald M. (Comm.)—Colum-
bia Falls

FLIGHT INSTRUCTOR

Breslin, Charles A.—Missoula
Samsel, William K.—Missoula
Borchers, Louis F.—Great Falls
FLIGHT INSTRUCTOR INSTRUMENTS
Meltzer, Max C.—Missoula
Mamuzich, John H.—Conrad
Gummer, Thomas E.—Missoula

GOLD SEAL FLIGHT INSTRUCTOR

Burger, Richard R.—Missoula
BASIC GROUND INSTRUCTOR
Christensen, Robert W., Jr.—Great
Falls

Schaefer, Karl J.—Missoula
ADVANCED GROUND INSTRUCTOR
Holman, Robert C.—Great Falls
Foust, Jack W.—Kalispell

INSTRUMENT GROUND INSTRUCTOR
Ivey, Delbert G.—Havre

ROTORCRAFT-HELICOPTER

Swainson, John W. (Comm.)—Bel-
grade

Meyer, John P. (Comm.)—Helena
FORD 5

Volpi, Harry R.—Reno, Nev.
BOEING 707/720

Walker, Roger E.—Henderson, Texas
POWERPLANT MECHANIC

Hamburg, William T.—Savage
Brill, Gary B.—Havre
Cavender, Keith S.—Lavina
Reno, Phillip B.—Helena

AIRFRAME MECHANIC

Dunbar, Richard P.—Whitewater
Tuma, Richard W.—Cut Bank

SENIOR PARACHUTE RIGGER

Hester, Stephen E. (Back & Chest)—
Claremont, Calif.

MASTER PARACHUTE RIGGER

Black, Thomas R.—Missoula
Cyr, James P.—Huson

D. WOODWARD, CHIEF LEWISTOWN FSS

The FAA assigned Donald J. Wood-
ward as Chief of the Lewistown
Flight Service Station.



FSS Chief, Donald J. Woodward

Don Woodward was born and at-
tended school in Minnesota. He re-
ceived specialized training at the Air
Force A C and W Operations School;
the FAA Aeronautical Center and var-
ious FAA management courses. He
currently holds a Pilot Weather Brief-
er/Weather Observer certificate and
a Student Pilot certificate.

While serving with the United
States Air Force, he spent two years
in Japan; one year and seven months
at Truax Field, Madison, Wisconsin,
and held the rank of Staff Sergeant
at the time of his discharge.

Prior to Mr. Woodward's assign-
ment in Montana he spent two years
in Indianapolis, Indiana, at the Air
Route Traffic Control Center; several
years at the Omaha, Nebraska, Flight
Service Station; 6½ years at the Hib-
bing, Minnesota Flight Service Sta-
tion as Station Coordinator and one
year at the Minneapolis Flight Service
Station.

Don Woodward is an active mem-
ber of the National Association of Air
Traffic Specialists and the National
Jaycees. He has served as the Secre-
tary-Treasurer for the National Jay-
cees.

The Woodwards and their son and
three daughters reside at 623 North-
east Washington in Lewistown.

INAC (Continued from Page 1)

Mrs. Pete Hill, Idaho Falls and Mrs. Hugh Kelleher of Helena.

Highlights of the evening banquet, (Mr. Tom Murphy, Master of Ceremonies), was the presentation of the Lucile M. Wright Achievement Award to Mr. Charles A. Lynch, and the featured speaker, Dr. Karl Henize, NASA Astronaut.



MC Tom Murphy at the mike; seated right, Astronaut Karl Heinze, featured speaker and Mrs. James "Pat" Monger.

The award was presented by Lucile M. Wright and accepted by Mr. James Monger for Charles Lynch. The award stated that Mr. Lynch received the award "for outstanding contributions to the development of aviation in the United States and in his native state, Montana, since 1938".

An exceptional job of planning by the officers and committees of INAC was evident and the 1970 convention was indeed a success.

STATISTICS

Will your **first** accident be your **last** day alive?

61/37
65/22
78/18
69/18
56/19
57/31
47/11

	Accident Total	Fatali- ties	Presumed Fatali- ties
1964 Total	61	37	
1965 Total	65	22	
1966 Total	78	18	
1967 Total	69	18	
1968 Total	56	19	
1969 Total	57	31	
1970 To-Date	47	11	1

FAA INSPECTOR'S CORNER



By LAUREN D. BASHAM
Accident Prevention Specialist
CE-GADO #9, Helena, Montana

FLIGHT INSTRUCTION PROFILE

In recent years a great deal of emphasis has been given to elevating the standards of flight instruction. This effort is in line with the ever increasing complexity of the national airspace system, radio communication and navigation requirements and the capability of modern high performance aircraft which require a high level of knowledge, skill and judgment on the part of the pilot for an acceptable level of safety.

The most singular characteristic of the dedicated instructor is his continued search for knowledge in our aviation environment. Each flight instructor should realize, however, that the flight instruction standards provided for in the Federal Aviation Regulations are the **minimum standards** and that **minimum standards provide only minimum safety**.

There are many instructional techniques and many instructor "images". The "image" most desirable is that of the "Professional". Occasionally a pilot obtains a flight instructor rating and is thereafter content to rest on his laurels. He will not actively seek counsel, assistance or self improvement unless forced to do so by circumstances or regulation. He may also engage in training short cuts or minimum preparation teaching in hopes of achieving quick results—or at least of producing results as quickly as a more capable instructor.

The student is the loser—in poor airmanship and a lack of knowledge and ability which he sorely needs to ensure his future safety. He will also have a higher incidence of flight test failure and find increasing difficulty under more advanced and complex training situations. It is during these early hours that the formation of correct habit patterns is most essential to further learning. A student's entire flying career may well be jeopardized by the influence of one poor instructor.

The "Professional" flight instructor knows that he wears no halo and

works to earn the respect of all with whom he flies. He realizes also that each rating a pilot earns offers additional lessons in humility as well as self-confidence. He will now allow the need for expediency to derogate his personal standards or technique. His conscience is his personal guide and he will never relax from that conscience when making decisions which affect his students. He knows also that the narrow path of good judgment is more often than not clearer through hindsight than foresight. He could not survive without a sense of humor and his enthusiasm and self discipline will help him retain his earned professional image.

Apart from all the basics of the instructional scene, the professional flight instructor must also work to continually improve his pilot skill and habitually plan options into each flight operation based on self-imposed limitations and recognized safe operating practices. He must also understand and use environmental data to plan his flight operations within the limits imposed by that environment. He will then have achieved the ideal flight instruction profile in which SAFETY IS NO ACCIDENT.

TEN AIR TOURS OFFERED

The Mexican Government has announced there will be 10 attractive air tours to Mexico, Central America, and Panama in 1971. The air tours conducted in 1970 were so well received by the flying public that the Mexico Tourist Bureau has sanctioned the 10 different tours being conducted in 1971 by "Aviation Tour and Travel Service".

A "split" tour in February will include Mexico and go as far as Panama through Central America.

Bi-lingual commercial pilots will be the tour conductors to assure safe, relaxed flying. Pilot briefing will be given on each leg of the tours. The "Buddy" system is used so that every plane has adequate radio available at all times.

The low package cost includes meals, rooms, sight-seeing, tips, charts, RAMS cards, landing fees and customs.

A detailed brochure may be obtained by writing to: Aviation Tour & Travel Service, P.O. Box 84, Hutchinson, Minnesota 55350.

ATTENTION: MONTANA AIRSTRIP OWNERS

Please fill out the following form if you did not submit a form in August, 1970.

The Airport Division of the Montana Aeronautics Commission is compiling the necessary data to complete the new 1970 Aeronautical Chart. All private airstrip owners are requested to fill out the following questionnaire and send it to the Commission no later than November 2, 1970. (Only if you did not submit one in August).

We would prefer to have this information regarding your airstrip on file even if you do not wish your strip shown on the chart.

Mail to:
Aeronautical Chart Revisions/vm
Montana Aeronautics Commission
P. O. Box 1698
Helena, Montana 59601

Deadline Date:
Please return this questionnaire no later than November 2.

PRIVATELY OWNED AIRSTRIP LOCATION

Name of Airstrip

Name of Owner

Owner's Mailing Address

Prefer your Airstrip shown on the 1970 Aeronautical Chart? Yes..... No.....

AIRSTRIP LOCATION

County..... Section..... Township..... Range.....

Latitude..... Longitude.....

Nearest Town..... Direction..... Miles.....

Does your airstrip serve as a community's only airport? Yes..... No.....

Is your airstrip open to the public? Yes..... No.....

Do you carry public airport liability insurance? Yes..... No.....

Comments:

AIRSTRIP DATA

Runway Direction	Length	Width	Approach Obstructions & Distances
.....
.....
.....

Airport Elevation..... Unicom Radio? Yes..... No.....

Fuel Available? Yes..... No..... Octane?..... Emergency Only.....

Telephone Available: Yes..... No..... Phone Number.....

Airstrip Owner's Signature:

THE MPA FALL FLY-IN

(Vivienne D. Schrank)

Despite "iffy" weather spotted around in Montana, many still attended the Montana Pilots Association's fly-in party at Fort Peck, on September 12, 1970. Those who could fly—flew and those who couldn't fly—drove so as to make a successful gathering of pilots with their family and guests to enjoy delightful entertainment. Many toured the Fort Peck Dam and were pleasantly surprised at their fine museum. Attendees journeyed from Kalispell, Havre, Winifred, Lewistown, Miles City, Circle, Glasgow, Sand Springs, Brus-

ett and Jordan. Five plane loads were ready to take off from Billings when suddenly a storm moved in and grounded them.

Among the officers attending were State President J. Austin Miller and State Secretary, Kalispell; East Vice-President Frank Bass from Lewistown and all the hangar presidents from each of the towns above who have hangar groups. Jerry Coldwell, president of the Garfield Skyriders of Jordan, was fall fly-in chairman and was assisted by the members of his hangar group while the Valley Hangar group of Glasgow volunteered transportation from Glasgow to Fort Peck.

Thirty five attended the banquet. A dance followed with music by Hutchins Family and Mr. Lochrum of Circle. Sunday morning greeted us with a breakfast as delicious as the banquet, that we had said—couldn't be excelled. And early morning fog disappeared by the time that most were ready to start in their various directions for home.

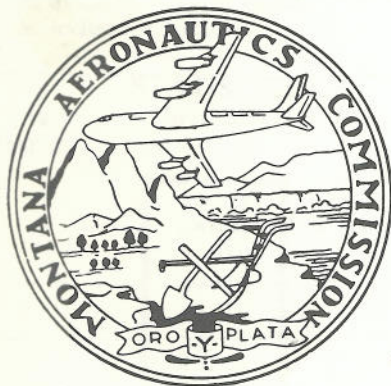
Recent statistics released by the Federal Aviation Administration indicate a continuing increase in the number of active U.S. pilots—more than double the number in 1960.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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